

Roads and Bridges
VICKSBURG NATIONAL MILITARY PARK ~~ROADS AND BRIDGES~~,
MALONEY CIRCLE BRIDGE
Spanning Illinois Central Gulf Railroad
Vicksburg vicinity
Warren County
Mississippi

HAER No. MS-14-B

HAER
MISS
75-VICK.V,
6B-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

REDUCED COPIES OF MEASURED DRAWINGS

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
1849 C Street, NW
Washington, DC ~~20013-7127~~

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HISTORIC AMERICAN ENGINEERING RECORD

VICKSBURG NATIONAL MILITARY PARK ROADS AND BRIDGES,
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Location: Spanning what is now referred to as the Kansas City Southern Railroad, near the South Loop of tour road in Vicksburg National Military Park, Warren County, Mississippi.

Date of Construction: 1907-08

Structure Type: Concrete arch bridge

FHWA Structure No.: 5600-015T

Contractor: William T. Young Bridge Co.

Original Owner: Vicksburg National Military Park, Department of War

Present Owner Vicksburg National Military Park, National Park Service, Department of the Interior

Significance: Although never incorporated as part of the tour road system in Vicksburg National Military Park, the bridge at Maloney Circle provides pedestrian access to historical markers and tablets commemorating persons and events associated with Battery Maloney.

Project Information: The Vicksburg National Park Roads and Bridges Recording Project was conducted in 1997 by the Historic American Engineering Record. The project team consisted of Todd Croteau, project supervisor; Tim Davis, supervisory historian; Pete Brooks, field supervisor and architect; Deborah James, landscape architect; Gregory Seale, architect; and Courtney Jones, historian. This is one in a series of reports prepared for the project. See also HAER Nos. MS-12, MS-14, MS-14A, and MS-14C.

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Road and bridge construction in Vicksburg National Military Park was meticulously planned by park commissioners and engineers. The primary goal of these planners was to create a continuous system of roads that would provide quick and easy access to the many points of interest in the park. Although never included as part of the tour route, the Maloney Circle Bridge was an important part of this initial plan and was among the first four bridges recommended for construction.¹ However, growing emphasis on the completion of Union and Confederate avenues resulted in postponement of bridge construction at Maloney Circle until 1907.

Proposals for the construction of a reinforced concrete bridge, spanning the A & V Railroad at Maloney Circle were received in the office of the commission and transmitted to the secretary of war on 9 May 1907, with the recommendation that the bid submitted by the William T. Young Bridge Company be accepted. The papers were returned on 15 May with a request for a statement explaining the reason why the proposal of the highest bidder was recommended for acceptance. As with the Melan arch bridges, the greater beauty and lower cost of maintenance of the proposed design was thought to outweigh the higher initial cost. This explanation was sufficient and the contract for \$4,000 was approved on 20 June.² The construction process for this bridge was probably similar to that of the Melan arch structures, using wooden falsework to

¹ See historical overview HAER No. MS-14 for additional information.

² Minutes of the Vicksburg National Military Park Commission, 23 May 1907, Vicksburg National Military Park Library, Vicksburg, Mississippi.

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hold the form for pouring the concrete.³ Construction of the bridge at Maloney Circle was completed by the end of 1907 and accepted by the commission on 5 January 1908.⁴

Spanning the tracks of the Kansas City Southern Railroad,⁵ this bridge affords access to Maloney Circle, situated in the southern section of the park near the South Loop of the tour route. The area consists of an earth road cul-de-sac marked by a series of tablets, providing information about the individuals and events associated with Battery Maloney. The lack of road surfacing and exclusion from the tour route probably came about early on in the park's history when visitors were primarily interested in seeing statues and monuments. Since there is no major memorial and only a few explanatory tablets to represent Battery Maloney, it is logical that construction was geared more toward those areas that attracted more interest.

This reinforced concrete arch structure has a single span of 79' 0". It differs from the other concrete arch (Melan arch) bridges primarily in that the deck forms the arch, whereas the deck is supported by the arch in Melan structures. The guardrail is formed by a series of short,

³ There is some evidence suggesting that this structure may actually be a Melan arch bridge. The first recommendation for bridge construction, as reported by Resident Commissioner William T. Rigby in 1901, included an 80' Melan arch bridge spanning the A & V Railroad. In addition, the same contractor, William T. Young was awarded the contracts for the nine Melan arch bridges as well as the Maloney Circle bridge.

⁴ Minutes of the Vicksburg National Military Park Commission, 23 May 1907, Vicksburg National Military Park Library, Vicksburg, Mississippi.

⁵ This railroad, now known as the Kansas City Southern Railroad, is known historically as the Southern Railroad of Mississippi, and over time, has been known as the A & V Railroad and the Illinois Central Gulf Railroad.

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rounded concrete posts connected by shallow, arched concrete railings. The cheek walls have decorative inlays of rectangular shapes. This bridge is in generally poor condition in terms of its ability to support vehicular traffic. All of the concrete is severely spalled and cracked. The surface of the deck is very rough and broken with many small potholes. Reinforcing steel has been exposed in many areas and there is severe erosion around both abutments. The bridge has been closed to traffic since the early 1970s. As the bridge is in an unused section of the park, there are no plans to replace, repair, or conserve the bridge.

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SOURCES CONSULTED:

Annual Report of the Resident Commissioner, 19 July 1901, Vicksburg National Military Park Library, Vicksburg, Mississippi.

Annual Report of the Resident Commissioner, 11 July 1908, VNMP Library, Vicksburg, Mississippi.

Minutes of the Vicksburg National Military Park Commission, 23 May 1907, VNMP Library, Vicksburg, Mississippi.

Minutes of the Vicksburg National Military Park Commission, 23 May 1908, VNMP Library, Vicksburg, Mississippi.

U.S. Department of Transportation, Bridge Safety Inspection Report, 5600-015T, Federal Highway Administration, Eastern Federal Lands Highway Division, Sterling, Virginia.